# COMPAÑIA DEL FERROCARRIL INTER-CALIFORNIA

# ITINERARIO NUMERO 47

**En Vigor Desde las 0.01 del Domingo 1ro. de Febrero de 1948.**

HORA DEL MERIDIANO 120°

Para Gobierno e Informacion de los Empledos Solamente. No estando Destinado para el Servicio del Publico.

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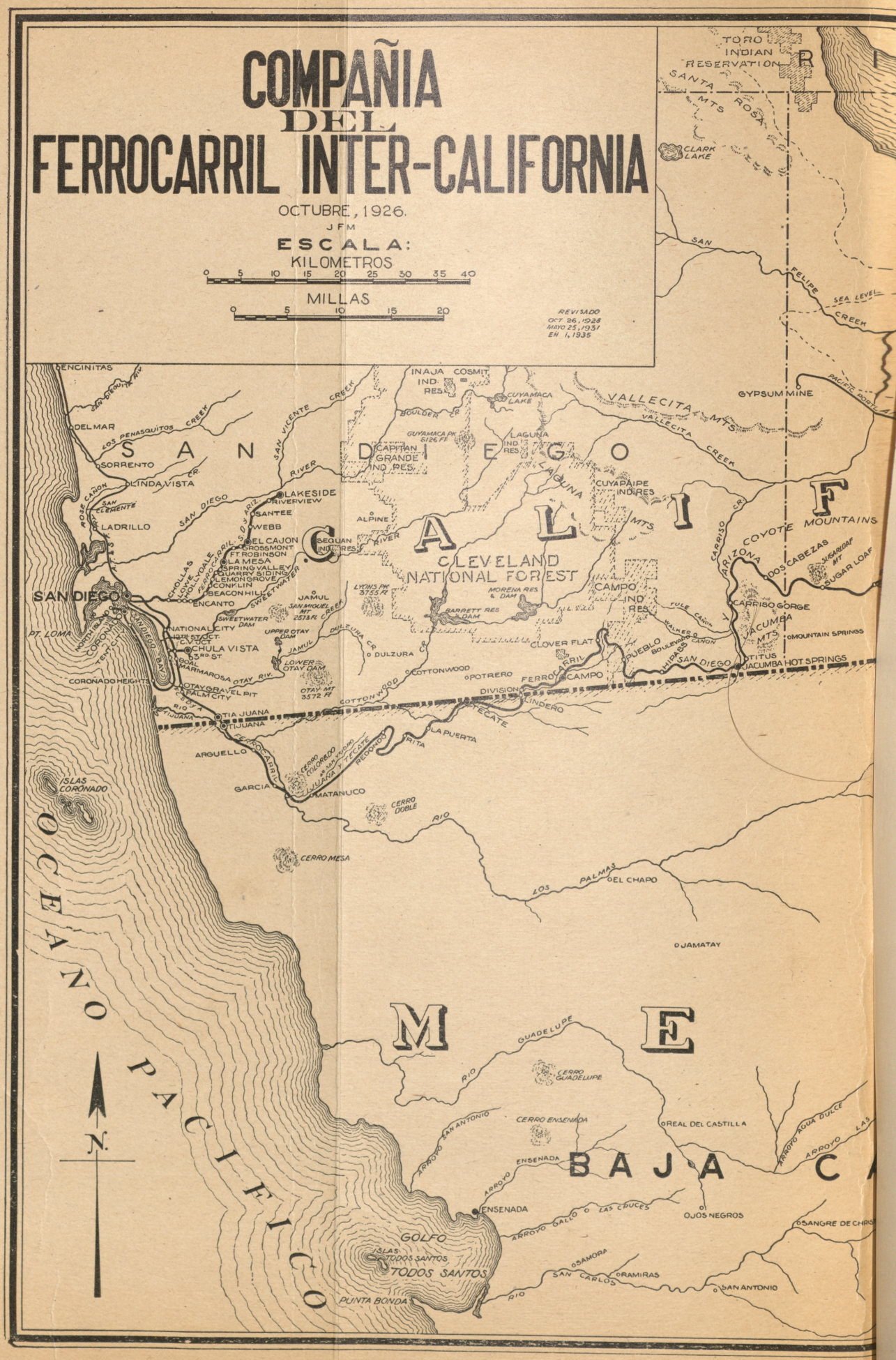
J. B. BURDICK,
GERENTE GENERAL


COMPAÑIA
DEL
FERROCARRIL INTER-CALIFORNIA
OCTUBRE, 1926.
J F M
ESCALA:
KILOMETROS
0 5 10 15 20 25 30 35 40
MILLAS
0 5 10 15 20
REVISADO
OCT 26, 1928
MAYO 25, 1931
EN 1, 1935
TORO INDIAN RESERVATION
SANTA ROSA MTS
CLARK LAKE
SAN FELIPE CREEK
SEA LEVEL
GYPSUM MINE
PACIFIC PORT
VALLECITA MTS
VALLECITA CREEK
ENCINITAS
DEL MAR
SORRENTO
LINDA VISTA
LADRILLO
SAN DIEGO
PT. LOMA
CORONADO HEIGHTS
NATIONAL CITY
CHULA VISTA
MARMAROSA
OTAY GRAVEL PIT
PALM CITY
TIA JUANA
TIJUANA
ARGUELLO
GARCIA
MATANUCO
CERRO COLORADO
CERRO DOBLE
CERRO MESA
ISLAS CORONADO
OCEANO PACIFICO
N.
SAN DIEGO
CALIF
INAJA COSMIT IND. RES.
CUYAMACA LAKE
GUYAMACA PK 6126 FT
CAPITAN GRANDE IND. RES.
LAGUNA IND. RES.
LAGUNA MTS
CUYAPAIPE IND. RES.
LAKESIDE
RIVERVIEW
SANTEE
WEBB
EL CAJON
GROSSMONT
FT. ROBINSON
LA MESA
SPRING VALLEY
QUARRY SIDING
LEMON GROVE
CONKLIN
BEACON HILL
ENCANTO
SEQUAN IND. RES.
ALPINE
CLEVELAND NATIONAL FOREST
MORENA RES. & DAM
BARRETT RES. DAM
LYONS PK 3755 FT
SAN MIGUEL MT 2573 FT
JAMUL
SWEETWATER DAM
UPPER OTAY DAM
LOWER OTAY DAM
OTAY MT 3572 FT
DULZURA
COTTONWOOD
POTRERO
CAMPO IND. RES.
CLOVER FLAT
PUEBLO
HIPASS
CAMPO
DIVISION
LINDERO
TECATE
LA PUERTA
RITA
REDONDO
COYOTE MOUNTAINS
ARIZONA
DOS CABEZAS
SUGARLOAF MT
SUGAR LOAF
CARRISO GORGE
JACUMBA MTS
MOUNTAIN SPRINGS
TITUS
JACUMBA HOT SPRINGS
SAN DIEGO
FERROCARRIL
LOS PALMAS
EL CHAPO
JAMATAY
ME
BAJA CA
RIO GUADELUPE
CERRO GUADELUPE
CERRO ENSENADA
REAL DEL CASTILLA
ARROYO SAN ANTONIO
ARROYO ENSENADA
ARROYO GALLO O LAS CRUCES
ENSENADA
OJOS NEGROS
SANGRE DE CHRIS
GOLFO
ISLAS TODOS SANTOS
TODOS SANTOS
PUNTA BONDA
SAMORA
RAMIRAS
SAN CARLOS
SAN ANTONIO
RIO

SUNSET/GOLDEN STATE ROUTE:

Trains 1, 2, 3, 4, 5, 6, 39, 40, 43, 44, 47, 48, 362, 363 and 370 will operate one hour late on times shown in Los Angeles Division time table.

On the San Diego and Arizona Eastern Railway Trains 362 and 363 will operate one hour late on revised times shown in ST-387, dated May 3, 1947, which covered change in schedules of those trains effective from San Diego May 18, 1947 and from El Centro May 20, 1947.

On Inter-California Railway, Trains 39, 40, 362 and 363 will operate one hour late on times shown in time table.

Schedule Statement ST-420
Prepared in Office of
General Supt. Transportation,
San Francisco, March 13, 1948

Copies to: ATM (28) LBM JWC (25) CEP (15) WWR (5) CJV MIG (20) KCI (5) EFK (5) AAL (8) JGT (17) LM AJM (2) TFE PJK HRGroth WWW BMB (5) AWF (2) FQT (2) HAB (3) CGS (2) GFG HSmith BCD LHA HCL MKerr EDM (5) MLJ (5) EWP FEK Ogden (5) FEK Sparks (5) GHK (5) LPH (5) JJJ (5) BWM (5) HRO (5) GAB (5) VMP (5) WKK (5) LBX (2) CHG PDR DTA AST SSS JJD JMH HRW ROW JHF SF DJC FEC

SPECIAL NOTICE

Trains 11, 12, 13, 14, 15, 16, 19, 20, 327 and 328 will operate one hour late on times shown in Western, Sacramento and Shasta (except Kirk Subdivision) Division time tables.

Train 17 will be rescheduled Klamath Falls to Sacramento as follows:

| | | | |
|---|---|---|---|
| Klamath Falls | Lv | | 8:55 AM |
| Dorris | | a | 9:25 |
| Mt. Hebron | | | 9:40 |
| Bray | | | 9:55 |
| Grass Lake | | | 10:17 |
| Black Butte | | | 10:57 |
| Mount Shasta | | a | 11:13 |
| Dunsmuir | Ar | a | 11:55 AM |
| Dunsmuir | Lv | | 12:10 PM |
| Castella | | r | 12:25 |
| Delta | | r | 1:15 |
| Central Valley | | r | 1:50 |
| Redding | | a | 2:05 |
| Anderson | | a | 2:25 |
| Cottonwood | | a | 2:38 |
| Red Bluff | | a | 3:00 |
| Gerber | Ar | a | 3:25 |
| Gerber | Lv | | 3:40 |
| Corning | | a | 3:57 |
| Orland | | a | 4:20 |
| Willows | | a | 4:44 |
| Williams | | a | 5:15 |
| Woodland | | a | 6:03 |
| Davis | Ar | a | 6:20 |
| Davis | Lv | | 6:25 |
| Sacramento | Ar | a | 6:45 PM |

SHASTA ROUTE:

Trains 11, 12, 13, 14, 16, 19, 20, 327 and 328 will operate one hour late on times shown in Western, Sacramento and Shasta (except Kirk Subdivision) Division time tables.

Train 15 will be rescheduled Klamath Falls to Sacramento as follows:

| | | | |
|---|---|---|---|
| Klamath Falls | Lv | | 8:55 AM |
| Dorris | | s | 9:25 |
| Mt. Hebron | | | 9:40 |
| Bray | | | 9:55 |
| Grass Lake | | | 10:17 |
| Black Butte | | | 10:57 |
| Mount Shasta | | s | 11:13 |
| Dunsmuir | Ar | s | 11:55 AM |
| Dunsmuir | Lv | | 12:10 PM |
| Castella | | f | 12:25 |
| Delta | | f | 1:15 |
| Central Valley | | f | 1:50 |
| Redding | | s | 2:05 |
| Anderson | | s | 2:25 |
| Cottonwood | | s | 2:38 |
| Red Bluff | | s | 3:00 |
| Gerber | Ar | s | 3:25 |
| Gerber | Lv | | 3:40 |
| Corning | | s | 3:57 |
| Orland | | s | 4:20 |
| Willows | | s | 4:44 |
| Williams | | s | 5:15 |
| Woodland | | s | 6:03 |
| Davis | Ar | s | 6:20 |
| Davis | Lv | | 6:25 |
| Sacramento | Ar | s | 6:45 PM |

ST-420

CALIFORNIA DAYLIGHT SAVING TIME
PASSENGER TRAIN SCHEDULE CHANGES
EFFECTIVE 2:00 AM MARCH 14, 1948

Effective 2:00 AM Sunday March 14, 1948, California Daylight Saving Time will be adopted in the following territory:

Western Division

Sacramento Division

Shasta Division (except Kirk Subdivision)

Coast Division

San Joaquin Division

Los Angeles Division

Northwestern Pacific Railroad

San Diego & Arizona Eastern Railway

Inter-California Railway

All trains on divisions and subsidiary lines listed above will operate on time on California Daylight Saving Time, except as noted below:

OVERLAND ROUTE:

Trains 21, 22, 23, 24, 25, 26, 27, 28, 101 and 102 will operate one hour late on times shown in Western and Sacramento Division time tables, except Train 22 will leave San Francisco 8:35 PM and arrive Oakland Pier 8:55 PM CDST.

Train 605 will operate one hour late on times shown in Sacramento Division time table.

Train 606 on Sacramento Division will operate one hour late on revised times shown in Schedule Statement ST-417, dated March 3, 1948, which covered change in schedule of that train effective from Reno March 8, 1948.

# COMPAÑIA DEL FERROCARRIL INTER-CALIFORNIA

## ITINERARIO No. 47
## Febrero 1ro. de 1948

| Capacidad de Laderos Agua. Básculas. Teléfono Embarcadero de Ganado | RUMBO AL ESTE | | | | Distancia de Mexicali (Línea Internacional) | ESTACIONES | Distancia de Algodones (Línea Internacional) | Número de Estación |
|---|---|---|---|---|---|---|---|---|
| | Segunda Clase | Segunda Clase | Primera Clase | Primera Clase | | | | |
| | 358 | 2 | 40 | 362 | | | | |
| | | SBC | SP | SD&AE | | | | |
| | Mixto | Mixto | En Tránsito | En Tránsito | | | | |
| | | Sale Diario Excepto Domingo | | | | | | |
| | Sale Diario | | Sale Diario | Sale Diario | Kilometros | | Kilometros | |
| | | | 20:22 | 19:35 | .0 | LINEA INTERNACIONAL | 83.16 | 0 |
| Patio 76 BP | 9:25 | 8:40 | f 20:26 | s 19:45 | .47 | 0.47 TO-R MEXICALI | 82.69 | 1 |
| 50 XP Z 32 | f 9:35 | f 8:57 | 20:33 | 19:55 | 6.89 | 6.42 PACKARD | 76.27 | 7 |
| Z 31 | f | f | | | 12.70 | 5.81 PALACO | 70.46 | 13 |
| Patio 80 P Z 31 | f 9:47 | s 9:10 | 20:39 | 20:01 | 14.78 | 2.08 PASCUALITOS | 68.38 | 15 |
| 48 P Z 31 | f 10:00 | | 20:45 | 20:07 | 22.04 | 7.26 SESBANIA | 61.12 | 23 |
| Z 14 | f | | | | 25.58 | 3.54 CASEY | 57.58 | 26 |
| 125 P Z 32 | s 10:15 | | 20:51 | 20:13 | 29.32 | 3.74 TO- COCOPAH | 53.84 | 30 |
| Z 10 | f | | | | 33.34 | 4.02 POLVORA | 49.82 | 33 |
| 83 P Z 33 | f 10:28 | | 20:56 | 20.19 | 36.51 | 3.17 HECHICERA | 46.65 | 37 |
| Z 18 | | | | | 41.40 | 4.89 BURDICK | 41.76 | 41 |
| 50 P Z 32 | f 10:43 | | 21:02 | 20:26 | 44.41 | 3.01 BATAQUES | 38.75 | 45 |
| 80 P Z 42 | f 10:58 | | 21:08 | 20:34 | 51.97 | 7.56 TECOLOTE | 31.19 | 52 |
| 125 P Z 41 | s 11:15 | | 21:14 | 20:42 | 59.46 | 7.49 TO- PAREDONES | 23.70 | 60 |
| 80 XP Z 31 | f 11:30 | | 21:19 | 20:50 | 67.15 | 7.69 CUERVOS | 16.01 | 68 |
| 50 P Z 31 | f 11:42 | | 21:25 | 20:58 | 74.41 | 7.26 DIEGUINOS | 8.75 | 75 |
| WP | f | | | | 77.09 | 2.68 C. D. JUNCTION | 6.07 | 77 |
| Patio 145 YP | s 12:01 | | f 21:33 | s 21:10 | 83.05 | 5.96 TO-R ALGODONES | 0.11 | 84 |
| 21 P | | | 21:34 | 21:11 | 83.16 | 0.11 LINEA INTERNACIONAL | .0 | 00 |
| | Llega Diario | Llega Diario Excepto Domingo | Llega Diario | Llega Diario | | | | |
| | (2:36) 31:80 | (0.30) 28:62 | (1:12) 69:30 | (1:36) 51.97 | | Tiempo consumido por el Distrito Promedio de velocidad por hora | | |

Reglas 86, 87 y 93: Trenes de segunda clase, Extras y Máquinas deberán librar la via principal en los puntos donde se encuentren con los trenes números 39 y 40.

# COMPAÑIA DEL FERROCARRIL INTER-CALIFORNIA

## ITINERARIO No. 47

## Febrero 1ro. de 1948

| Distancia de Mexicali (Línea Internacional) Kilometros | | ESTACIONES | Distancia de Algodones (Línea Internacional) Kilometros | Número de Estación | RUMBO AL OESTE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Primera Clase | Primera Clase | Segunda Clase | Segunda Clase |
| | | | | | 39 | 363 | 1 | 357 |
| | | | | | SP | SD&AE | SBC | |
| | | | | | En Transito | En Transito | Mixto | Mixto |
| | | | | | Llega Diario | Llega Diario | Llega Diario Excepto Domingo | Llega Diario |
| .0 | | LINEA INTERNACIONAL | 83.16 | 0 | s 8.10 | s 9:25 | | |
| .47 | TO-R | 0.47 MEXICALI | 82.69 | 1 | f 8:05 | s 9:15 | s 14.25 | s 16.00 |
| 6.89 | | 6.42 PACKARD | 76.27 | 7 | 7:57 | 8:57 | f 14:15 | f 15:45 |
| 12.70 | | 5.81 PALACO | 70.46 | 13 | | | f | f |
| 14.78 | | 2.08 PASCUALITOS | 68.38 | 15 | 7:51 | 8:50 | 14:00 | f 15:33 |
| 22.04 | | 7.26 SESBANIA | 61.12 | 23 | 7:45 | 8:42 | | f 15:20 |
| 25.58 | | 3.54 CASEY | 57.58 | 26 | | | | f |
| 29.32 | TO | 3.74 COCOPAH | 53.84 | 30 | 7:39 | 8:34 | | s 15:05 |
| 33.34 | | 4.02 POLVORA | 49.82 | 33 | | | | f |
| 36.51 | | 3.17 HECHICERA | 46.65 | 37 | 7:33 | 8:26 | | f 14:50 |
| 41.40 | | 4.89 BURDICK | 41.76 | 41 | | | | |
| 44.41 | | 3.01 BATAQUES | 38.75 | 45 | 7:27 | 8:18 | | f 14:37 |
| 51.97 | | 7.56 TECOLOTE | 31.19 | 52 | 7:21 | 8.10 | | f 14:24 |
| 59.46 | TO | 7.49 PAREDONES | 23.70 | 60 | 7:15 | 8:02 | | s 14:10 |
| 67.15 | | 7.69 CUERVOS | 16.01 | 68 | 7:09 | 7:55 | | f 13:55 |
| 74.41 | | 7.26 DIEGUINOS | 8.75 | 75 | 7:03 | 7:48 | | f 13:40 |
| 77.09 | | 2.68 C. D. JUNCTION | 6.07 | 77 | | | | f |
| 83.05 | TO-R | 5.96 ALGODONES | 0.11 | 84 | f 6.55 | s 7:38 | | 13:25 |
| 83.16 | | 0.11 LINEA INTERNACIONAL | .0 | 00 | 6:53 | 7:34 | | |
| | | | | | Sale Diario | Sale Diario | Sale Diario Excepto Domingo | Sale Diario |
| | | Tiempo consumido por el Dto. | | | (1:17) | (1:51) | (0:25) | (2:35) |
| | | Promedio de velocidad por hora | | | 64:80 | 44:95 | 34:34 | 31:97 |

Reglas 86, 87 y 93: Trenes de segunda clase, Extras y Máquinas deberán librar la via principal en los puntos donde se encuentren con los trenes números 39 y 40.

# INTER-CALIFORNIA RAILWAY COMPANY

| Capacity of Sidings and Spurs in Car Lengths | EASTWARD | | | | Distance from Calexico | | TIME TABLE No. 47 FEB. 1st. 1948 | Distance from Araz Jct. | | Station Number |
|---|---|---|---|---|---|---|---|---|---|---|
| | Second Class | Second Class | First Class | First Class | | | | | | |
| | 358 | 2 | 40 | 362 | | | | | | |
| | | S—BC | S. P. | SD&AE | | | | | | |
| | Mixed | Mixed | Passgr. | Passgr. | | | | | | |
| | | Leave, Daily Except Sunday | | | | | | | | |
| | Leave Daily | | Leave Daily | Leave Daily | Kilometers | Miles | STATIONS | Kilometers | Miles | |
| YARD BKWYFPX | | | P.M. 8:22 | P.M. 7:35 | .0 | .0 | TO-R CALEXICO | 87.79 | 54.6 | 0 |
| YARD 76 XBP | A.M. 9:25 | A.M. 8:40 | f 8:26 | s 7:45 | .94 | .6 | 0.94 TO-R MEXICALI | 86.85 | 54.0 | 1 |
| 50 XP Z 32 | f 9:35 | 8:57 | 8:33 | 7:55 | 7.36 | 4.6 | 6.42 PACKARD | 80.43 | 50.0 | 7 |
| Z 31 | f | | | | 13.17 | 8.4 | 5.81 PALACO | 74.62 | 46.4 | 13 |
| YARD 80 P Z 31 | f 9:47 | s 9:10 A.M. | 8:39 | 8:01 | 15.25 | 9.7 | 2.08 PASCUALITOS | 72.54 | 45.1 | 15 |
| 48 P Z 31 | f 10:00 | | 8:45 | 8:07 | 22.51 | 14.0 | 7.26 SESBANIA | 65.28 | 40.6 | 23 |
| Z 14 | f | | | | 26.05 | 16.2 | 3.54 CASEY | 61.74 | 38.4 | 26 |
| 125 P Z 32 | s 10:15 | | 8:51 | 8:13 | 29.79 | 18.5 | TO 3.74 COCOPAH | 58.00 | 36.0 | 30 |
| 10 Spur | f | | | | 33.81 | 21.0 | 4.02 POLVORA | 53.98 | 33.5 | 33 |
| 83 XP Z 33 | f 10:28 | | 8:56 | 8:19 | 36.98 | 23.0 | 3.17 HECHICERA | 50.81 | 31.6 | 37 |
| Z 18 | | | | | 41.87 | 26.1 | 4.89 BURDICK | 45.92 | 28.5 | 41 |
| 50 P Z 32 | f 10:43 | | 9:02 | 8:26 | 44.88 | 27.9 | 3.01 BATAQUES | 42.91 | 26.7 | 45 |
| 80 P Z 42 | f 10:58 | | 9:08 | 8:34 | 52.44 | 32.6 | 7.56 TECOLOTE | 35.35 | 22.0 | 52 |
| 125 P Z 41 | s 11:15 | | 9:14 | 8:42 | 59.93 | 37.6 | TO 7.49 PAREDONES | 27.86 | 17.3 | 60 |
| 80 P Z 31 | f 11:30 | | 9:19 | 8:50 | 67.62 | 42.0 | 7.69 CUERVOS | 20.17 | 12.5 | 68 |
| 50 P Z 31 | A.M. f 11:42 | | 9:25 | 8:58 | 74.88 | 46.5 | 7.26 DIEGUINOS | 12.91 | 8.0 | 75 |
| WP | f | | | | 77.56 | 48.2 | 2.68 C. D. JUNCTION | 10.23 | 6.4 | 77 |
| YARD 145 YP | s 12:01 P M | | f 9:33 | s 9:10 | 83.52 | 51.9 | TO-R 5.96 ALGODONES | 4.27 | 2.7 | 84 |
| YARD 21 P | | | 9:34 | 9:11 | 83.63 | 52.0 | 0.11 CANTU | 4.16 | 2.6 | 00 |
| | | | | | 84.13 | 52.3 | A. B. S. 0.50 I. I. D. CROSSING | 3.66 | 2.3 | |
| | | | 9:40 P.M. | 9:20 P.M. | 87.79 | 54.6 | 3.66 ARAZ JCT. | .0 | .0 | |
| | Arrive Daily | Arrive Daily Except Sunday | Arrive Daily | Arrive Daily | | | | | | |
| | (2:36) 19.73 | 0:30 18:20 | (1:18) 42:00 | (1:45) 31:20 | | | —Time over district— Average speed per hour [MILES] | | | |

RULE 86, 87 AND 93.—SECOND CLASS, EXTRA TRAINS AND ENGINES, MUST BE CLEAR OF MAIN TRACK AND INSULATED JOINTS AT MEETING AND PASSING POINTS FOR NOS. 39 AND 40

# INTER-CALIFORNIA RAILWAY COMPANY

## TIME TABLE No. 47
## FEB. 1st. 1948

| Distance from Calexico Kilometers | Distance from Calexico Miles | STATIONS | Distance from Araz Jct. Kilometers | Distance from Araz Jct. Miles | Station Number | WESTWARD First Class 39 S. P. Passgr. Arrive Daily | First Class 363 SD&AE Passgr. Arrive Daily | Second Class 1 S—BC Mixed Arrive Daily Except Sunday | Second Class 357 Mixed Arrive Daily |
|---|---|---|---|---|---|---|---|---|---|
| .0 | .0 | TO-R Calexico | 87.79 | 54.6 | 0 | AM s 8:10 | AM s 9:25 | | |
| .94 | .6 | 0.94 TO-R MEXICALI | 86.85 | 54.0 | 1 | f 8:05 | s 9:15 | PM s 2:25 | PM s 4:00 |
| 7.36 | 4.6 | 6.42 PACKARD | 80.43 | 50.0 | 7 | 7:57 | 8:57 | 2:15 | f 3:45 |
| 13.17 | 8.4 | 5.81 PALACO | 74.62 | 46.4 | 13 | | | | f |
| 15.25 | 9.7 | 2.08 PASCUALITOS | 72.54 | 45.1 | 15 | 7:51 | 8:50 | 2:00 PM | f 3:33 |
| 22.51 | 14.0 | 7.26 SESBANIA | 65.28 | 40.6 | 23 | 7:45 | 8:42 | | f 3:20 |
| 26.05 | 16.2 | 3.54 CASEY | 61.74 | 38.4 | 26 | | | | f |
| 29.79 | 18.5 | TO 3.74 COCOPAH | 58.00 | 36.0 | 30 | 7:39 | 8:34 | | s 3:05 |
| 33.81 | 21.0 | 4.02 POLVORA | 53.98 | 33.5 | 33 | | | | f |
| 36.98 | 23.0 | 3.17 HECHICERA | 50.81 | 31.6 | 37 | 7:33 | 8:26 | | f 2:50 |
| 41.87 | 26.1 | 4.89 BURDICK | 45.92 | 28.5 | 41 | | | | |
| 44.88 | 27.9 | 3.01 BATAQUES | 42.91 | 26.7 | 45 | 7:27 | 8:18 | | f 2:37 |
| 52.44 | 32.6 | 7.56 TECOLOTE | 35.35 | 22.0 | 52 | 7:21 | 8:10 | | f 2:24 |
| 59.93 | 37.6 | TO 7.49 PAREDONES | 27.86 | 17.3 | 60 | 7:15 | 8:02 | | s 2:10 |
| 67.62 | 42.0 | 7.69 CUERVOS | 20.17 | 12.5 | 68 | 7:09 | 7:55 | | f 1:55 |
| 74.88 | 46.5 | 7.26 DIEGUINOS | 12.91 | 8.0 | 75 | 7:03 | 7:48 | | f 1:40 |
| 77.56 | 48.2 | 2.68 C. D. JUNCTION | 10.23 | 6.4 | 77 | | | | f |
| 83.52 | 51.9 | TO-R 5.96 ALGODONES | 4.27 | 2.7 | 84 | f 6:55 | s 7:38 | | 1.25 PM |
| 83.63 | 52.0 | 0.11 CANTU | 4.16 | 2.6 | 00 | 6:53 | 7:34 | | |
| 84.13 | 52.3 | A. B. & S. 0.50 I. I. D. CROSSING | 3.66 | 2.3 | | | | | |
| 87.79 | 54.6 | 3.66 ARAZ JCT. | .0 | .0 | | 6:46 AM | 7:25 AM | | |
| | | | | | | Leave Daily | Leave Daily | Leave Daily Except Sunday | Leave Daily |
| | | —Time over district— Average speed per hour (miles) | | | | (1:24) 39:00 | (2:30) 27:30 | (0:25) 21:84 | (2:35) 19:00 |

RULE 86, 87 AND 93.— SECOND CLASS, EXTRA TRAINS AND ENGINES, MUST BE CLEAR OF MAIN TRACK AND INSULATED JOINTS AT MEETING AND PASSING POINTS FOR NOS. 39 AND 40

# INSTRUCCIONES ESPECIALES

## SEGURIDAD PRIMERO

REGLA 14 (d) Cuatro sonidos largos y uno corto indicarán que el banderín puede regresar del Oeste en Araz Jct. como lo previene la Regla 99.

REGLA S-72 Trenes rumbo Oeste son superiores a trenes de la misma clase en dirección opuesta.

REGLA 82 (A) Trenes deberán obtener Boleta de Despacho antes de salir de:
Mexicali y Algodones.....Todos los trenes.
Pascualitos.....Tren del F. C. Sonora-Baja California.
Yuma.....Boleta de Despacho del F. C. Inter-California, además de Boleta de Despacho del F. C. Southern Pacific.

REGLA 83-(B) Trenes de Primera clase pueden registrarse por boleta en Algodones y Mexicali.

REGLA 93 Límites de Patio, en los cuales las disposiciones de la Regla 93 son aplicables, establecidos en los siguientes lugares:

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CALEXICO | Oeste | MP | 706.40 | MEXICALI | Oeste | PK | 0.00 |
| | Este | MP | 708.88 | | Este | PK | 3.45 |
| PASCUALITOS | Oeste | PK | 13.54 | ALGODONES | Oeste | PK | 80.85 |
| | Este | PK | 15.34 | | Este | PK | 83.15 |
| CANTU | Oeste | MP | 760.43 | | | | |
| | Este | MP | 761.20 | | | | |

### LIMITES DE VELOCIDAD

| | |
|---|---|
| Trenes de Pasajeros | 80 Kms. (50 millas) por hora |
| Trenes Mixtos | 65 Kms. (40 millas) por hora |
| Trenes de carga | 56 Kms. (35 millas) por hora |
| Máquinas solas, corriendo hacia adelante | 56 Kms. (35 millas) por hora |
| Máquinas retrocediendo, con o sin carros | 40 Kms. (25 millas) por hora |
| Máquinas de carga en trenes de pasajeros | 72 Kms. (45 millas) por hora |
| Todos los trenes y máquinas en Patio de Mexicali | 16 Kms. (10 millas) por hora |
| Todos los trenes entrando y pasando por laderos | 20 Kms. (12 millas) por hora |
| A través Puertas Internacionales Calexico-Mexicali y Algodones-Cantu | 10 Kms. (6 millas) por hora |
| (Excepto trenes con mercancías de fácil descomposición, Rumbo Este, a través Puerta Algodones-Cantu | 20 Kms. (12 millas) por hora |
| Todos los trenes entre Puente 76-A y PK 77 | 40 Kms. (25 millas) por hora |
| Todos los trenes sobre puente 78-A | 65 Kms. (40 millas) por hora |
| Máquinas muertas o descompuestas con todas las bielas principales o bielas laterales removidas | 50 Kms. (30 millas) por hora |
| Con las bielas principales y las laterales removidas, | 35 Kms. (20 millas) por hora |
| Cuando se ha removido todo el peso de un par de motrices, | 35 Kms. (20 millas) por hora |
| Cuando se ha removido todo el peso de una rueda únicamente de un par de motrices, | 50 Kms. (30 millas) por hora |

Máquinas trabajando, acopladas tender con tender, no deben exceder la velocidad permitida para máquinas de la misma clase, retrocediendo.

### MISCELANEOS

Máquinas pesando 138,000 kilos o más, deberán permanecer en la vía principal, con motivo de riel liviano en los laderos, (excepto en Mexicali, Packard, Pascualitos, Cocopah, Hechicera, Paredones, Cuervos, Dieguinos y Algodones).

Todos los trenes aproximense a Puertas Internacionales Cantu-Algodones y Calexico-Mexicali con precaución.

Tripulaciones de trenes de carga y mixtos rumbo oeste hagan inspección de su tren en marcha al pasar por la Puerta Internacional Cantu-Algodones, haciéndola frente a la Aduana Americana o Mexicana.

El tercer garrotero caminará en la parte delantera de su sección del tren entre los puntos siguientes:
Rumbo al Este: Paredones a Araz Jct.
Rumbo al Oeste: Araz Jct. a Paredones
Cocopah a Calexico.

Donde tengan que recibirse órdenes de tren sin parar, los trenes deben reducir la velocidad a 30 Kms. (18 millas) por hora, (menos si fuere necesario) hasta que el tren entero haya pasado la señal de órdenes.

Además de las definiciones establecidas en la Regla 6-A, la letra "X" indicará: Embarcadero de ganado, "Z" Otras vías laterales distintas de las de ladero.

### LINEA INTERNACIONAL

Trenes cruzando la Línea Internacional deberán pararse en las Puertas Internacionales de Calexico y en Cantu entrando o saliendo de los Estados Unidos o de México, para inspección por los empleados de Gobierno, salvo que se les haga señal por los empleados del Gobierno para proseguir.

Puertas Internacionales en Calexico-Mexicali (Km. "0") y Cantu-Algodones (Km. "83.16") están a cargo de los Oficiales de Aduanas de los Estados Unidos.

Trenes aproximándose a Cantu y Algodones, darán un sonido largo con el silbato para informar a los Oficiales del Gobierno de su presencia.

Los Reglamentos Aduanales previenen que ciertos Documentos Aduanales acompañen cada carro que contenga carga que cruce la Línea Internacional, y los Conductores deberán procurar HOJA COMBINADA DE TRENES Y RELACION EN TRANSITO DE CARROS ENTRANDO A ESTADOS UNIDOS DE MEXICO O SALIENDO DE ESTADOS UNIDOS PARA MEXICO, como sigue:

(a).—De los Agentes en Calexico o Algodones para exportaciones de los Estados Unidos.

(b).—De los Agentes en Mexicali o Algodones para exportaciones de México.

(c).—No se requieren documentos para trenes que consistan únicamente de carros vacíos. Dichos trenes deberán proseguir a poca velocidad preparados para parar al hacerse señal por el empleado del Gobierno.

### TABLA DE VELOCIDAD:

| Velocidad por hora Kilómetros | Kilómetros en Min.-Seg. | Igual a millas por Hora | Velocidad por hora Kilómetros | Kilómetros en Min.-Seg. | Igual a millas por Hora |
|---|---|---|---|---|---|
| 15 | 4. | 9.3 | 56 | 1.03 | 34.8 |
| 20 | 3. | 12.4 | 60 | 1. | 37.3 |
| 25 | 2.24 | 15.5 | 65 | .55 | 40.4 |
| 30 | 2. | 18.6 | 70 | .51 | 43.5 |
| 35 | 1.43 | 21.7 | 75 | .48 | 46.6 |
| 40 | 1.30 | 24.8 | 80 | .45 | 49.7 |
| 45 | 1.20 | 27.9 | 85 | .42 | 52.8 |
| 50 | 1.12 | 31. | 90 | .40 | 55.9 |
| 55 | 1.05 | 34.1 | | | |

## JEFES DE DESPACHADORES:

**LEROY FOSTER**
**C. STROUGHTER**
**D. F. THURLOW**
**Mexicali, B. C.**

## MEDICOS DE LA COMPAÑIA:

**DR. MARIO FLORES**
**DR. GASTON H. SALAZAR**
**Mexicali, B. C.**

# SPECIAL INSTRUCTIONS

## Safety First

RULE 14 (d) Four long and one short sounds will be indication that flagman may return from West at Araz Jct. as prescribed by Rule 99.

RULE S - 72 Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A) Trains must obtain clearance before leaving:
Mexicali and Algodones ..... All Trains
Pascualitos ..... Sonora-Baja California Trains
Yuma.....Inter-California Clearance in addition to Southern Pacific Clearance.

RULE 83 Identification may be made by Westward trains on double track between Yuma and Araz Jct., to be applied at Araz Jct.

RULE 83 (B) First class trains may register by ticket at Algodones and Mexicali.

RULE 93 Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CALEXICO | West | MP | 706.40 | MEXICALI | West | KP | 0.00 |
| | East | MP | 708.88 | | East | KP | 3.45 |
| PASCUALITOS | West | KP | 13.54 | ALGODONES | West | KP | 80.85 |
| | East | KP | 15.34 | | East | KP | 83.15 |
| CANTU | West | MP | 760.43 | | | | |
| | East | MP | 761.20 | | | | |

### SPEED RESTRICTIONS

| | |
|---|---|
| Passenger trains | 80 Kms (50 miles) per hour |
| Mixed trains | 65 Kms (40 miles) per hour |
| Freight trains | 56 Kms (35 miles) per hour |
| Light engines running forward | 56 Kms (35 miles) per hour |
| Engines backing, with or without cars | 40 Kms (25 miles) per hour |
| Freight consolidation engines on passenger trains | 72 Kms (45 miles) per hour |
| 3600 class and heavier engines except GS or MT class on passenger trains | 72 Kms (45 miles) per hour |
| All trains and engines Mexicali yard | 16 Kms (10 miles) per hour |
| All trains entering and through sidings | 20 Kms (12 miles) per hour |
| Through International Gates: | |
| Calexico- Mexicali and Algodones-Cantu | 10 Kms (6 miles) per hour |
| (Except, Eastward perishable trains through Algodones-Cantu Gate) | 20 Kms (12 miles) per hour |
| All trains between bridge 76-A and KP 77 | 40 Kms (25 miles) per hour |
| All trains over bridge 78-A | 65 Kms (40 miles) per hour |
| Dead and disabled engines with all rods or main or side rods removed | 50 Kms (30 miles) per hour |
| With main and side rods removed | 35 Kms (20 miles) per hour |
| When all weight has been removed from any one pair of drivers on an engine | 35 Kms (20 miles) per hour |
| When all weight has been removed from only one wheel of a pair of drivers on an engine | 50 Kms (30 miles) per hour |

Engines operated coupled tender to tender must not exceed speed permitted same engines running backward.

### MISCELLANEOUS

3600 class and heavier engines should be kept on main track account light rails on sidings. Except: Mexicali, Packard, Pascualitos, Cocopah, Hechicera, Paredones, Cuervos, Dieguinos and Algodones.

All trains approach International Gates Cantu-Algodones and Calexico-Mexicali with caution.

Crews of Westward freight and Mixed trains make running inspection of their trains passing through International Gate at Cantu-Algodones, this inspection to be made in front of U. S. or Mexican Customs House.

Swing brakeman ride forward end his part of trains between following points:

Eastward: Paredones to Araz Junction.

Westward: Araz Jct. to Paredones.
Cocopah to Calexico.

When train orders are to be received without stopping train must reduce to 30 Kms (18 miles) per hour (less if necessary) until entire train has passed train order signal.
In addition to definitions given Rule 6-A letter (X) will indicate stock chutes; and (Z) tracks other than siding.

### INTERNATIONAL BOUNDARY

Trains crossing International Boundary must stop at International Boundary gates at Calexico and Cantu entering or leaving the United States and Mexico for inspection by Government officials, unless given signal by Government official to proceed.

Boundary Gates at Calexico-Mexicali (Km "O") and Cantu-Algodones (Km "83.16") are in charge of U. S. Customs Officials. Trains approaching Cantu and Algodones will sound one long blast of whistle to alarm government officials of their presence.

Customs Regulations require that certain papers accompany each car containing freight crossing International Boundary, and Conductors will procure "COMBINED TRAIN SHEET AND IN-TRANSIT MANIFEST OF CARS ENTERING THE UNITED STATES FROM MEXICO, OR DEPARTING FROM THE UNITED STATES TO MEXICO" as follows:-

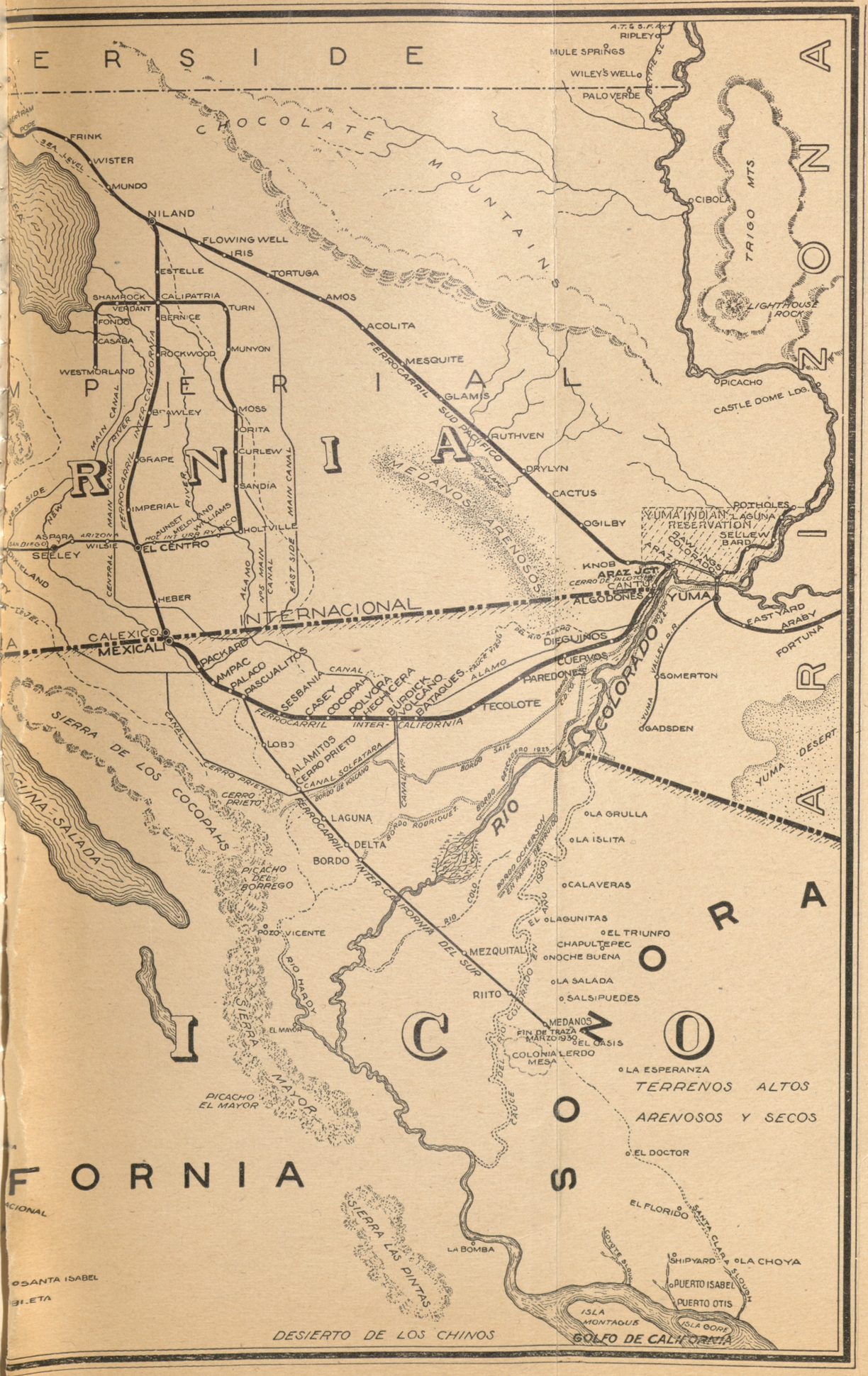
(a) From Agents Calexico or Algodones for exportations from U. S. A.
(b) From Agents Mexicali or Algodones for exportations from Mexico.
(c) No papers are required for trains consisting of empty cars only.
Said trains must proceed at slow speed - prepared to stop on signal from Officer.
(d) In-Transit trains containing loaded cars, when not accompanied by U. S. Train Rider, must stop before entering and after leaving Mexico, for inspection.

### SPEED TABLE

| Speed per Hour Kilometers | Kilometers in Min.-Sec | Equals Miles per Hour | Speed per Hour Kilometers | Kilometers in Min.-Sec. | Equals Miles per Hour | Speed per Hour Kilometers | Kilometers in Min.-Sec. | Equals Miles per Hour | Speed per Hour Kim. | Kilometers in Min.-Sec. | Equals Miles per Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 4. | 9.3 | 35 | 1.43 | 21.7 | 55 | 1.05 | 34.1 | 70 | .51 | 43.5 |
| 20 | 3. | 12.4 | 40 | 1.30 | 24.8 | 56 | 1.03 | 34.8 | 75 | .48 | 46.6 |
| 25 | 2.24 | 15.5 | 45 | 1.20 | 27.9 | 60 | 1. | 37.3 | 80 | .45 | 49.7 |
| 30 | 2. | 18.6 | 50 | 1.12 | 31. | 65 | .55 | 40.4 | 85 | .42 | 52.8 |
| | | | | | | | | | 90 | .40 | 55.9 |

**CHIEF TRAIN DISPATCHERS:**
LEROY FOSTER
C. STROUGHTER (NIGHT)
D. F. THURLOW (NIGHT)
Mexicali, B. C.

**COMPANY SURGEONS:**
DR. MARIO FLORES
DR. GASTON H. SALAZAR
Mexicali, B. C.


E R S I D E
A R I Z O N A
C A L I F O R N I A
I M P E R I A L
V A L L E Y
S O N O R A
MULE SPRINGS
RIPLEY
WILEY'S WELL
PALO VERDE
CHOCOLATE MOUNTAINS
TRIGO MTS.
LIGHTHOUSE ROCK
CIBOLA
PICACHO
CASTLE DOME LDG.
FRINK
WISTER
MUNDO
NILAND
FLOWING WELL
IRIS
ESTELLE
TORTUGA
AMOS
SHAMROCK
CALIPATRIA
VERDANT
TURN
BERNICE
FONDO
CASABA
ROCKWOOD
MUNYON
WESTMORLAND
ACOLITA
MESQUITE
GLAMIS
FERROCARRIL SUD PACIFICO
MAIN CANAL
INTER-CALIFORNIA RY.
BRAWLEY
MOSS
ORITA
CURLEW
GRAPE
SANDIA
IMPERIAL
HOLTVILLE
MAIN CANAL
WEST SIDE MAIN CANAL
ALAMO & NEW MAIN CANAL
EAST SIDE MAIN CANAL
CENTRAL MAIN CANAL
HEBER
ASPARA
WILSIE
SEELEY
EL CENTRO
MEDANOS ARENOSOS
DRYLYN
CACTUS
RUTHVEN
OGILBY
YUMA INDIAN RESERVATION
LAGUNA
SELLEW
BARD
POTHOLES
KNOB
ARAZ JCT.
CERRO DE ALLOCTON
CANTU
ALGODONES
YUMA
EAST YARD
ARABY
FORTUNA
INTERNACIONAL
CALEXICO
MEXICALI
PACHARO
AMPAC
PALACO
PASCUALITOS
SESBANIA
CANAL
CASEY
COCOPAH
POLVORA
HECHICERA
BURDICK
VOLCANO
PATAQUES
ALAMO
DIEGUINOS
CUERVOS
PAREDONES
TECOLOTE
SOMERTON
GADSDEN
COLORADO
YUMA DESERT
FERROCARRIL INTER-CALIFORNIA
LOBO
ALAMITOS
CERRO PRIETO
CANAL SOLFATARA
BORDO DE VOLCANO
SIERRA DE LOS COCOPAHS
LAGUNA SALADA
LAGUNA
DELTA
BORDO
BORDO RODRIGUEZ
BORDO OCHOMIL
BORDO 1909
BORDO 1922
BORDO 1925
RIO COLORADO
LA GRULLA
LA ISLITA
CALAVERAS
LAGUNITAS
EL TRIUNFO
CHAPULTEPEC
NOCHE BUENA
LA SALADA
SALSIPUEDES
MEDANOS
FIN DE TRAZA MARZO 1930
EL OASIS
COLONIA LERDO
MESA
LA ESPERANZA
TERRENOS ALTOS
ARENOSOS Y SECOS
EL DOCTOR
EL FLORIDO
SANTA CLARA SLOUGH
LA CHOYA
SHIPYARD
PUERTO ISABEL
PUERTO OTIS
ISLA MONTAGUE
ISLA GORE
GOLFO DE CALIFORNIA
DESIERTO DE LOS CHINOS
SIERRA LAS PINTAS
SIERRA EL MAYOR
PICACHO EL MAYOR
POZO VICENTE
PICACHO DEL BORREGO
RIO HARDY
LA BOMBA
RIITO
MEZQUITAL
SANTA ISABEL
BIELETA